

## OFFICE OF ATTORNEY GENERAL

MEMORANDUM

October 15, 1980

WILLIAM J. SCOTT  
ATTORNEY GENERAL

TO File

FROM Reed Neuman

SUBJECT Dead Creek: Interview with  
9/22/80

On 9/22/80, at about 5:15 P.M., and I  
went to t  
in Collinsville. [We had decided to go speak to  
at his home, largely because there had been so much confusion  
as to whether he actually was still alive. His phone number  
in Collinsville is Mr. was not to  
surprised to see us, and welcomed us in to have a chat.  
In response to my questions, he gave us quite a bit of  
information.

He said he owned property, on which he built his  
business, covering an area to the south almost down to the  
subdivision of homes at Walnut Street, and it was his  
understanding that his property line to the west ran up to  
and halfway through Dead Creek. He bought his property from  
the Stillman family in either late '62 or early 1963. He  
then established a trucking company on the property in  
conjunction with his brother, Wilbur. In March of 1964 he  
erected the building that stands there now. At one time there  
was a 10 to 12 foot deep hole somewhere on the property [the  
creation of which he did not explain to us], and he and his  
brother over the course of a few years proceeded to fill it  
in. The property is currently leased to the Metro Construction  
Equipment Company, a heavy equipment repair operation. That  
company is run by a with the same address of  
in Sauget, phone number Mr.  
Waggoner also, when he was there, leased out the southern  
portion of his property to the Lorenzo brothers, who were  
farmers of wheat and soybeans. He said this lasted for  
a period of 10 to 12 years. Approximately four acres of

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(signed) 4/17/80

the property immediately north of the Walnut Street subdivision was property that the Stillman family would not sell to Harold Waggoner. So he owned property almost all the way down but not quite to the Walnut Street subdivision roll of homes. To his immediate north just south of Queeny Ave. is a small strip of property owned by a James Tolbird, upon which Rogers Cartage Co. sometimes parks their trucks now. Harold Waggoner remembered this property as always being flat and unused, at least during his tenancy on the property next door.

As to his operations told us that he was in the business of transporting finished products only. The bulk of his business was with the Monsanto Company for whom he would haul finished products all over the country. A representative list of chemicals he hauled [I believe for Monsanto entirely] were: phosphoric acid, chlorosulfonic acid, muriatic acid, oleums. He stated he also hauled some things for the Anheuser Busch Company. His contract with Monsanto Company started in 1965 and lasted until 1973. In November of 1973 Waggoner apparently had Union troubles at his shop, which resulted in a number of strikes being held. Waggoner locked out the workers on occasion, and eventually this led him to get out of the business entirely. He sold his business to Ruan Trucking Co. of Des Moines, Iowa, the deal being handled by John Ruan and Harold Baker.

Going back to his operation itself, he said he had approximately 23 stainless steel trucks for hauling use. He also had a couple of rubber lined tank trucks which were used mostly for hauling muriatic acid. He reiterated that he dealt only in finished products from Monsanto, and not any wastes. The vast majority of the product that he hauled for Monsanto came from their Sauget plant, with only a little coming from their plant in south St. Louis. He usually was called upon to deliver multiple loads of the same product so that his drivers would deliver one load and then come back to the plant for more of the same. [He mentioned that one of the biggest hauls was usually of chlorosulfonic acid to a chemical company in Niagara Falls, New York, but did not remember it to be the Hooker Chemical Company].

He said it was the practice that when his trucks would arrive at their destination that they would be unloaded by the customer using air pressure. He said that the trucks rarely needed cleaning, except when they were being changed over from one product to another. The trucks were steam

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cleaned at his property by his workers, maybe once in a hundred loads(?)

He said that as buying maybe seven acres of the original Waggoner property from Ruan Trucking Co. Apparently Ruan has never used the facility for its own operations, perhaps only as a dispatch center. Apparently Ruan has a large Wood River terminal that it uses mainly.

The corner lot, the one just south of Queeny Ave., he said belonged at one time to Paul Sauget. The edge of that lot came up against where Waggoner's truck scale had been. He recalled that corner lot as always being vacant and flat.

I asked him about the Sauget Village Hall, and when it was built. He recalled it as being at least 10 years ago. Prior to that it was Leo Sauget's property, upon which Leo had a dump. He said that apparently anybody could dump there for a price, but did not remember anything going in there other than garbage and wood demolition, debris, etc.

He said that Rogers Cartage Co., across the street on Falling Springs Road, was in the same type of business as Waggoner was, and that it had been there for at least five or six years. Waggoner said that Rogers probably got a good deal of Waggoner's business from Monsanto when Waggoner went out of business. The relationship of this James Tolbird to Rogers is that Tolbird owns the tractors themselves, whereas Rogers Cartage Co. owns the trailers. Tolbird probably owns the land and building at the site.

As to Dead Creek, Waggoner could not give us any information about how the creek was created or what it was like some years ago, except to say that the creek was always plugged up at Queeny Ave. since he had been there.

[At this point his brother, Wilbur Waggoner, comes in the house.] The small strip of land just south of Queeny Ave. owned by James Tolbird, was indeed owned by Leo Sauget some years ago. It too was dug out long ago for construction materials, by the A.J. Bennett Co. Then it was filled in with various materials, perhaps 25 to 30 years ago. Both brothers doubted that there were any chemicals in there, just wood, trash, etc.

As to the Queeny Ave. culvert, they thought that Cerro Copper had on their own filled in the culvert some years ago. It has been filled in for as far back as the two brothers can remember.